

SOUND TRANSIT 2 DRAFT PACKAGE

Sound Transit 2 would expand the regional mass transit system by adding more light rail lines and enhancing commuter rail and express bus service between 2008 and 2027. The result would almost double Sound Transit system ridership, provide fast, reliable connections to more places for more people, and cut through congestion in the region's most heavily traveled corridors.

DETAILS

- Expands light rail north from the University of Washington to Lynnwood, south from SeaTac to the Port of Tacoma area, and east as far as Overlake Transit Center, via downtown Bellevue.
- Identifies possible light rail extensions to downtown Redmond and downtown Tacoma by 2027 or thereafter, subject to securing additional funding or cost savings. Makes initial down payments on future extensions through planning, engineering and some real estate acquisition.
- Expands parking and enhances Sounder stations, increasing access to the regional transit system.
- Sets aside funding for future service enhancements to the existing ST Express bus network during light rail construction. As light rail expands, allows redeployment to corridors not served by rail.

BENEFITS

- Responds to the projected 1.2 million additional people living and working in the region by 2030.
- Provides fast, frequent and reliable light rail service free of delays from congestion and weather, with trains running 20 hours/day, every few minutes at peak time.
- Moves more people through the region's most congested corridors, taking cars off the road.
- Connects many of the region's major population and employment centers with fast, reliable rail service, including: Bellevue, Overlake, Lynnwood, Northgate, Capitol Hill, downtown Seattle, Sea-Tac Airport, Federal Way, and the Port of Tacoma.
- Provides rail extensions to Snohomish, Pierce and East King counties from the major light rail investments that North King County and South King County are making: almost 19 miles of light rail between the University of Washington and Sea-Tac Airport, an approximately \$4.2 billion investment.



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- Builds on experience—financial planning for draft package shaped by Sound Transit’s experience in delivering the initial regional system approved by voters in 1996; application of lessons learned provides a high level of confidence that proposed rail lines can be built with available funds.
- Reaches Northgate by 2018—other extensions would be phased through 2027. Additional project

implementation and financial planning work will continue through winter and spring 2007.

- Funds planning, environmental review, preliminary engineering, and some right-of-way acquisition for potential rail extensions to downtown Redmond and downtown Tacoma.
- Funds studies of additional future high capacity transit extensions.

ESTIMATED RIDERSHIP (2030)

SERVICE	ANNUAL		WEEKDAY	
	Without Package	With Package	Without Package	With Package
Central Link	37 million	90 million	120,000	294,000
Tacoma Link	1.1 million	1.2 million	3,800	4,000
Sounder	4 million	5 million	16,000	19,000
ST Express	15 million	9 million	52,000	33,000
TOTAL SYSTEM RIDERSHIP	58 million	106 million	192,000	351,000

BY THE NUMBERS:

160,000 Additional riders on the Sound Transit system

12,000 New park-and-ride stalls

42-45 Miles of new Link light rail

20-22 New light rail stations

9 Additional cities connected by light rail

7 New/improved Sounder stations

2 New I-405 BRT enhancements

1 Mile of new/improved Sounder tracks

1 New streetcar line

FINANCIAL AND SCHEDULE INFORMATION IS

PRELIMINARY All project cost, schedule and financial plan information presented here, online, and in other Sound Transit publications is preliminary and subject to change. Cost estimates and schedules will be under continual refinement through the spring of 2007. Cost estimates and inflation forecasts will be updated periodically to reflect the most current information available.

SAMPLE TRAVEL TIMES (APPROXIMATE)

- Overlake/Microsoft to downtown Bellevue: 10 minutes
- Lynnwood to downtown Seattle: 28 minutes
- SeaTac to the Port of Tacoma: 30 minutes
- University of Washington to downtown Bellevue: 30 minutes
- Downtown Bellevue to Qwest Field: 20 minutes

WHAT IT WILL COST

SALES TAX INCREASE: Five-tenths of one percent.

The estimated annual new cost per household is \$125 (2007 dollars), or 5 cents for every \$10 retail purchase.

From 2008-2027, the total program costs would be funded by an estimated \$7.4 billion (2006 dollars) in new tax collections in addition to existing taxes and bonding.

THE VALUE OF THE INVESTMENTS* (2006 DOLLARS)

Capital Costs	\$9.8 billion
Operating & Maintenance Costs	\$1.2–1.3 billion
TOTAL	\$11.0–11.1 billion

*These figures differ somewhat from previous ST2 materials due to inclusion of the Service Enhancement Fund and regional fund, and technical issues related to constant dollar conversions.